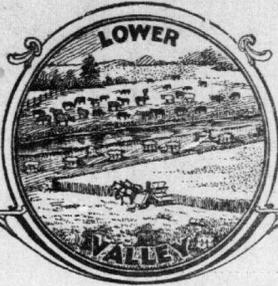


# YELLOWSTONE MONITOR



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GLENDIVE, MONTANA, THURSDAY, AUG. 13, 1908

Twelve Pages

OUR AIM: TO PUBLISH A NEWSPAPER.

## The Bee Hive Saddlery Department Glendive, Montana



You Need A Harness  
and  
here is your chance

A Few Real Bargains in Heavy Work Harness  
Good Work Harness  
\$31.00, \$32.00 and \$35.50

Get Your Harness Now As We Only Have a Limited Number Left.

Single and Double Buggy Harness, Hand Made Harness of all kinds, Saddle Blankets, Pads, Navajo Blankets, Spurs and Bits.

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Repair Work Done Neatly and Satisfactorily.

## The Bee Hive Cash Store

BIGGEST AND BEST OF ALL.

J. J. STIPEK, Proprietor.

## KILLED IN BAD WRECK

Four Persons Meet Death on No. 2 Monday, Including Fireman and Expressman. - Cars Smashed.

Without a thought of the danger lying in wait for them, the passengers on No. 2 left Glendive Monday afternoon in a seemingly happy mood, which was all too soon to be turned into the sorrow which surrounded scenes of suffering and death.

This magnificent train, the North Coast Limited of the Northern Pacific, and one of the most finely equipped trains in the world, was in charge of the veteran railroad men, Conductor Al Nichols and Engineer Cal Litch. About two miles east of Allard, at Glendive Creek, grim death lay in wait for the crew and passengers of this fine train. The wooden bridge was gone—destroyed by the greedy fire fiend—and being located around a curve, there was no chance for Engineer Litch to see the peril which menaced those in his charge. Going at full speed the iron charger struck the yawning chasm and plunged into the abyss. The mail car, express car and smoker all hurtled after the engine, but the other coaches all remained on the track, giving only slight inconvenience to their occupants.

Fireman B. A. Matthews, whose home is at Dickinson, was killed outright, being fearfully scalded and otherwise injured. An unknown wanderer, riding on the blind baggage, was also hurled into eternity when the fatal crash came. J. C. Wilson, the express messenger, also

suffered terrible injuries from which he died shortly after 3 o'clock Tuesday morning, being conscious almost to the last, after he had been conveyed to Grace Hospital with the other injured travelers. His home was in St. Paul, where his wife and children reside.

The mail car was thrown entirely over the engine by the frightful velocity of the impact. The car soon caught on fire but was speedily extinguished by a hastily formed bucket brigade. Mail Clerks Harry Neirling and W. A. Edwards of Jamestown received various serious bruises and injuries. They were removed to Grace Hospital with the others and this morning went east on No. 4, Mr. Edwards going to the Brainerd hospital and Mr. Neirling intending to stop at Jamestown where his relatives reside. In a conversation with a Monitor representative Mr. Edwards stated that he had been involved in eleven wrecks, but that his injuries in this mixup were the worst he had ever received.

Electrician Oliver of Mandan was cleaning his dynamo in the baggage car when the shock came. The end was torn out of the coach, and Mr. Oliver thrown out bodily, being almost denuded of clothing during his exit, but not greatly injured. He returned to Mandan this morning. It is stated that the smoking car was practically turned up on end when it left the track, hence the

great number of those who suffered minor injuries.

As soon as word was brought to this city, the wrecking outfit was at once ordered out, together with a relief train consisting of several cabooses. Supt. B. O. Johnson was out of the city being west on the division, but J. M. Rapelje, former superintendent, was in the city and at once took charge of the relief train, which was hurried eastward.

News of the calamity spread most rapidly and early in the evening a great crowd had assembled at the depot, but it was several hours before the return of the rescue party with the dead and injured. Meanwhile Capt. Mitchell of Company I had volunteered the services of the company, which were most gratefully accepted. The returning train was halted near the ice house and a cordon of militia spread about the neighborhood to keep back the crowd of morbidly curious, while the work of conveying the injured to the hospital and the dead to the morgue was in progress. Hon. Wm. Lindsay also conferred the use of his auto in carrying the lesser injured to the Grace Hospital, where some twenty of the unfortunate victims were cared for.

Engineer Litch was among those most seriously hurt, being bruised and burned in a shocking condition, but his hosts of friends will be rejoiced to know that he stands a good chance of recovery. This is not his

first wreck by any means. Mr. Litch is confident that he has a good long term to serve yet for the Northern Pacific, being extremely philosophic in his misfortune, as befits the noble army of engine drivers to which he belongs.

It was a harrowing sight as the victims of the wreck were carried from the relief train and from the passenger coaches of No. 2, which was returned to this city almost immediately after the relief train. The local doctors were given great assistance in caring for the injured by Wibaux and Beach medics, who came to the scene of the wreck on No. 3 and were thence conveyed to this city on the relief train, while caring as best as possible for the injured.

Those who received only slight injuries and all the other passengers were cared for at the Jordan Hotel, local officers of the Northern Pacific doing all in their power for the comfort of the wayfarers. In fact there are probably few cities of the size of Glendive in the country that would have handled the situation more expeditiously and mercifully. Too much credit cannot be given to the faithful and tireless servants whom the railroad company employs at this point.

Grace Hospital was indeed a busy place during the evening, but the corps of physicians and nurses seemed equal to anything and handled the wreck victims with a gentleness,

while administering to their injuries, that would make the people of any city proud of such a noble institution for caring to the physical ills of mankind. The injuries of the wreck victims consisted of bruises, contusions and minor injuries in most cases, but in one instance a gentleman had his arm broken and another traveler his jaw fractured. Happily all are now well on the road to recovery and will gradually resume the journey from which they were so rudely snatched.

Conductor Al Nichols was collecting fares at the time of the fatal plunge and was thrown some distance by the tremendous shock, suffering a lacerated face thereby. But when seen at the Jordan Hotel a short time afterwards this nifty ticket puncher seemed to be the same genial gentleman whom we all know, giving little evidence that he had had a very close call for his life within a few hours.

J. C. Taylor's crews were dispatched to the scene of the wreck as soon as possible and rendered valiant services in clearing up the wreckage and opening the line for the resumption of traffic.

Supt. B. O. Johnson now has charge of clearing up the wreckage, having gone down as soon as possible. A force from Dickinson is also assisting in the work. A visit to the scene of the disaster causes one to wonder how any of those riding in the three forward coaches ever

escaped alive, as the mass of tangled wreckage is a sight never to be forgotten. Piling is being driven and a new bridge will be in place just as soon as possibility permits.

Tuesday forenoon another victim was found under the wreck, badly mangled, and was brought on late No. 5 to this city. A letter found in his pocket was addressed to Chester Peterson at Terry and was from W. J. Peterson of Portal, N. D., presumably a brother of the deceased. A watch was also found on his person. So it is surmised that the last victim has been in the neighborhood of Terry for some time. It is thought not unlikely that other deaths have occurred and that the bodies may still be under the ruins.

The following is a list of those, more or less injured, who were cared for at Grace Hospital: J. G. Snodgrass, Lemmon, S. D.; C. E. Van Houten, Brookfield, Mo.; Mrs. Juni, New Ulm, Minn.; Chas. Asseltine, Great Falls; B. W. Bean, Brookfield, Mo.; J. U. Boyer, Marion, Ohio; H. P. Frodahl, Wilton, Minn.; Wm. Newman, Great Falls; Alvin Peterson, Hauto, Penna.; C. C. O'Neil, Kansas City, Mo.; Amund Tuften, Amherst, Wis.; James Charles, St. Louis; H. D. Oliver, Mandan; Mrs. Fentind, Tacoma, Wash.

Engineer Litch was getting along nicely this morning and will be removed to the residence of G. N. Burdick, where he will have the closest of care by Mrs. Litch and other attendants.

Yesterday the new bridge was completed, the wreckage having been pulled to one side, and normal traffic was resumed over the scene of the disaster.



CIRCUS DAY AT GLENDIVE  
MONDAY, AUGUST 17th  
2 PERFORMANCES DAILY AT 2 AND 8 P. M.  
Gold, Glittering Grand Street Parade 10:30 A. M. The Greater NORRIS & ROWE  
CIRCUS, Museum, Menagerie, Hippodrome and Congress of Nations.  
3 RINGS 3  
2 ELEVATED STAGES 2